

Message Text

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PAGE 01 STATE 244460

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TO AMEMBASSY COPENHAGEN

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FOLLOWING REPEAT STATE 244460 SENT ACTION CAIRO, ABIDJAN, ATHENS, AUCKLAND, BEIRUT, BELGRADE, BRIDGETOWN, BOGOTA, BONN, BUCHAREST, BUDAPEST, BRASILIA, BRUSSELS, BUENOS AIRES, CARACAS, CASABLANCA, CURACAO, DUBLIN, GENEVA, GEORGETOWN, GUATEMALA, HELSINKI, JOHANNESBURG, KARACHI, KINGSTON, LAGOS, LIMA, LISBON, LONDON, MADRID, MANAGUA, MANILA, MELBOURNE, MEXICO, MONTEVIDEO, MONTREAL, MOSCOW, NAIROBI, NASSAU, NEW DELHI, OTTAWA, PANAMA, PARIS, PORT AU PRINCE, PORT OF SPAIN, PRAGUE, QUITO, REYKJAVIK, RIO DE JANEIRO, ROME, SAN JOSE, SAN SALVADOR, SANTO DOMINGO, SEOUL, SOFIA, STOCKHOLM, SYDNEY, TAIPEI, TEGUCIGALPA, TEL AVIV, THE HAGUE, TOKYO, VANCOUVER, VIENNA, WARSAW, AND ZURICH DATED 14 DEC 1973:

QTE

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E.O. 11652: N/A

TAGS: ETRN, XX

SUBJ: CIVAIR: FUEL ALLOCATION REGULATIONS

GENEVA FOR RAYMOND WALDMANN

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PAGE 02 STATE 244460

REF: STATE 230034 (NOTAL), STATE 240551 (NOTAL)

BEGIN SUMMARY: PROPOSED IMPLEMENTATION REGULATIONS PURSUANT TO THE EMERGENCY PETROLEUM ALLOCATION ACT OF 1973 WERE ISSUED DECEMBER 12 AND APPLY ONLY TO NON-BONDED AVIATION FUELS. INTERNATIONAL AIR CARRIERS, INCLUDING US LINES SUCH AS PAN AM, HAVE BEEN VIRTUALLY EXCLUDED FROM THE NON-BONDED AVIATION FUEL ALLOCATION SYSTEM AND MUST DEPEND ON INDIVIDUAL SUPPLIERS' ABILITY TO PROVIDE BONDED FUEL TO THEM. CURRENT ESTIMATES INDICATE AVAILABLE BONDED FUEL WILL DECLINE TO 55 OF CURRENT DEMAND IN FIRST QUARTER 1974. END SUMMARY

1. BONDED FUEL IS SPECIFICALLY EXCLUDED FROM COVERAGE. THOSE INTERNATIONAL CARRIERS USING NON-BONDED FUEL (PRIMARILY AEROLINEAS ARGENTINAS, MEXICANA AND CERTAIN CANADIAN CARRIERS) WILL RECEIVE 100 OF THEIR 1972 BASE PERIOD FUEL THROUGH JANUARY 7, AFTER WHICH DATE CONSUMPTION WILL BE REDUCED TO 85 OF CARRIERS' 1972 BASE.

2. UNDER SECTION 1.55, METHOD OF ALLOCATION, THE REGULATIONS READ:

QTE: (B) AVIATION FUEL FOR INTERNATIONAL FLIGHTS WILL BE ALLOCATED ON A NON-DISCRIMINATORY BASIS. SUCH POLICY WILL BE SUBJECT TO MODIFICATION IF REQUIRED FOR RECIPROCITY. (NOTE: THIS APPLIES ONLY TO THOSE CARRIERS WHICH UTILIZE NON-BONDED FUEL.)

(C) THOSE INTERNATIONAL AIR CARRIERS WHICH TRADITIONALLY UTILIZE BONDED FUELS ARE ENCOURAGED TO OBTAIN BONDED FUELS TO MEET THEIR NEEDS. THE SUPPLIERS OF BONDED FUELS ARE ENCOURAGED TO DISTRIBUTE THESE PRODUCTS EQUITABLY TO ALL INTERNATIONAL CARRIERS. UNQUOTE

3. BONDED FUEL SUPPLIES FOR FIRST QUARTER 1974 APPEAR MOST UNEVEN BY SUPPLIER AND VARY CONSIDERABLY BY LOCATION. CHEVRON ESTIMATES IT CAN PROVIDE ONLY 16 OF NORMAL SUPPLY; GULF - 0; TEXACO - APPROXIMATELY 30; SHELL - 75; EXXON - 100. MIAMI, LOS ANGELES, SAN FRANCISCO, ANCHORAGE, HONOLULU, AND DETROIT APPEAR TO BE HARDEST HIT LIMITED OFFICIAL USE

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PAGE 03 STATE 244460

US CITIES, WITH NEW YORK HAVING LEAST JET FUEL PROBLEMS.

4. NO PROVISION HAS BEEN MADE FOR PROVIDING DOMESTIC FUEL TO CARRIERS WHO TRADITIONALLY HAVE USED ONLY BONDED FUEL. EXTENT TO WHICH INDIVIDUAL CARRIERS MAY CONTINUE FLYING WILL DEPEND ON 1) BONDED SUPPLIER'S ABILITY TO FULFILL CONTRACT, AND 2) CARRIER'S SUCCESS IN HUNTING UP OTHER SOURCES OF BONDED FUEL.

5. COMMENTS AND VIEWS REGARDING PROPOSED RULEMAKING
MUST BE RECEIVED BY 5 PM, EST, DECEMBER 20, 1973, AND
SHOULD BE DIRECTED TO: WILLIAM E. SIMON, ADMINISTRATOR,
BOX 15, FEDERAL ENERGY OFFICE, 1016 SIXTEENTH STREET, NW,
WASHINGTON, DC 20036.

6. DEPT IS PRESSING FOR TRUE NON-DISCRIMINATORY POLICY
AS REGARDS DOMESTIC AND INTERNATIONAL SERVICES, BUT AT
PRESENT JUNCTURE WE DO NOT FORESEE SHORT-TERM RELIEF
FORTHCOMING FOR INDIVIDUAL CARRIERS' DISTRESS. DEPT WILL
SUBMIT COMMENTS CALLING FOR REVISION OF REGULATIONS WHICH
WOULD SUPPLY LONG-TERM RELIEF TO PROBLEM. POSTS MAY
ADVISE LOCAL GOVERNMENTS SUBSTANCE THIS MESSAGE, IF
ASKED. RUSH UNQTE RUSH

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